

## San Marcos Free Press.

I. H. JULIAN, Editor.

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### HERE AND THERE.

THE Boston time-ball, which drops every day at noon, can be seen four miles.

VERY little chewing-tobacco is sold in England, and that mostly to American tourists.

CALUM CUSHING is the only survivor of the large company raised in Newburyport, Mass., for the Mexican war.

DURING the past year, 20,000 fossil insects have been exhumed from the rock-beds at Florissant, near Manitou, Col.

PRINCE LOUIS NAPOLEON was drawn for service in the French army. He obtained exemption as the only son of a widow.

THE Sultan never leaves his palace, even on the shortest expedition, unless he is accompanied by a wagon laden with refreshments.

THE price paid by Peter Minuit for the site of New York was \$24. At compound interest it would now amount to \$140,000,000.

THE Parisian Gas Company made \$5,805,000 last year. After handing \$1,670,000 over to the city, it declared a dividend of 24 1/2 per cent.

A RAILWAY train crossed the Ural Mountains for the first time on March 11, on the occasion of the opening of the new line from Perm to Jekaterinburg.

COLONEL VALENTINE BAKER is to command a regiment of Goorkha infantry at Malta. The Goorkhas are all bow-legged, short and stout, but they are very muscular and courageous to foolhardiness.

SAMUEL B. HABE, of Boston, settled in the Argentine Republic 20 years ago. Now he owns a farm of 28,000 acres, all fenced in, and his live stock consists of 110,000 sheep, 8,000 beeves, 500 horses and 1,400 hogs.

WILLIAM of Orange, Crown Prince of the Netherlands, is a young fellow of the "Prince Hal" pattern. He leads a merry life in Paris with the Pistols and Bardolphi of the Boulevard cafes, and does not care whether court keeps or not.

AN immense sperm-whale became stranded in Port Eads Bay at the mouth of the Mississippi, about three weeks ago, and was captured by a man and his little son in a small boat, the only weapon used in its capture being a hatchet. The trophy measured 52 feet in length and 15 feet through the thickest part, and will yield about 50 barrels of oil.

AN impecunious Italian tailor went into the Church of St. Luke, in the Campo Vaccino, Rome, and pretended to pray devoutly. He continued at his simulated devotions until every body else had left the building. As soon as he found himself alone and unobserved, he drew a large chisel from under his garments and forced the door of the tabernacle containing the sacred vessels. Soon after his arrest some of the silverware was recovered. His praying will hereafter be done in secret, in the solitude of a prison cell.

Two years ago a newly ordained priest, Father Russkiewicz, having administered the parish of Sowina, diocese of Posen, by order of Cardinal Ledochowski, was condemned to two years' incarceration. When he came out of prison last week he was taken into custody again and conveyed by armed policemen to Zindst, which is, the Germania tells us, a small barren island in the Baltic, with 2,025 inhabitants, who depend for their support on herring fishing, and are all Protestants.

SENATOR KERNAN is said to have a long, practical, sensible nose; Senator Conkling a handsome, fighting nose; Senator Lamar an artistic nose of great possibilities; Senator Howe a long triangular nose, with a sharp point; Senator Bayard an inquisitive, yet a courteous nose; Senator Edmunds a firm nose, the nose of a gnarled and knotted character, and Senator Barnum a dashing and heedless nose. So gossips a Washington writer, who thinks he knows all about it.

THE Salem witches are not all dead yet, it seems, for a man, calling himself a professor of metaphysics, appeared before Judge Colt of the Supreme Court at Boston the other day and asked him to restrain Daniel H. Puffer, a Salem mesmerist, from practicing his powers on Lucretia L. S. Brown, of Ipswich, who has been under his control since 1875, and has already had her spine disordered and her mind impaired by Puffer's witchery. The Judge decided, however, that mesmerism and witchcraft were rather out of his line.

THE African emigrants who sailed from Charleston, South Carolina, in the

Azor, after their arrival at Monrovia, the capital of the Liberian Republic, expect to go to Bopora, where there is a settlement founded by Saul Hill, a colored man who left Charleston in 1866. He has been very successful, and is now the owner of a fine plantation, with an annual income of not less than \$3,000 from this alone. He has also a large coffee grove of 9,000 trees. The people in his settlement are doing well, and he has acquired a great influence over them.

THE terrible drought which has for some time afflicted almost the whole of Australia is at length breaking up. Sheep and cattle have suffered severely, and, in many instances, owners have lost one-half of their flocks and herds. The want of water is really the curse of Australia; and it seems doubtful whether this can ever be effectually remedied, although large expenditure has been incurred in arrangements for the storage of water in threatened localities. The small land owners—"free selectors" and "cockatoo farmers," as they are called—have a very hard time of it, unless they chance to be in a singularly favored district.

THE British Medical Journal, in speaking of the effect of the habit of smoking upon the general health of boys under 16 years of age, says: "A celebrated physician took for his purpose 38 boys, aged from 9 to 15, and carefully examined them. In 27 of them he discovered injurious traces of the habit. In 22 there were various disorders of the circulation and of digestion, palpitation of the heart, and a more or less marked taste for strong drink. In 12 there was frequent bleeding of the nose, 10 had disturbed sleep, and 12 had slight ulcerations of the mucous membrane of the mouth, which disappeared on ceasing from the use of tobacco for some days. The doctor treated them all for weakness, but with little effect until the smoking was discontinued, when health and strength were soon restored."

Two brothers lived in a village in Jersey. They were twins, and their extraordinary resemblance to each other caused many queer mistakes. The following story is told of them, but we do not vouch for it: An Irishman was offended by one of the brothers and was a long time watching his opportunity for revenge. The twins were constantly together, and although Pat was pretty well able to manage one, he considered that the whipping of both together was a luxury he could not afford to indulge in. At last, however, he met one of them alone, but was not quite sure that he had the right man. He determined to inquire into the matter. "Is that you?" said he, "or are you only your brother?" The fellow, taking in the situation, answered, "Oh, I'm only my brother." "Then it's well for you it isn't yourself that's in it," said Pat, as he walked off with a clear conscience.

It appears that during the late war the Russians maintained the most systematic arrangements in regard to the care of their sick and wounded. Thirty-six trains—the average number of carriages in each being 24—were especially fitted up for the purpose of constantly removing them from the theater of operations into the interior of Russia. All the sick and wounded in Bulgaria who could be removed were in the first instance carried to Sistova or Simnitsa. There they were placed in hospital, received proper treatment, and then after a few days' rest they were transported in carriages to the terminal station of the railway at Fratesti. At the Russian frontier a permanent commission of thirty doctors was established. These examined carefully all the patients that arrived, and divided them into three classes: those whom it was dangerous to move further, those who would probably soon be able to rejoin their corps, and those not likely to recover for a long time. These latter were sent to the interior of Russia, and good arrangements made for all.

### Law Against Flirting.

Burke, in the "History of Virginia," says: "I find that the Governor was obliged to issue a proclamation forbidding women to contract themselves to two several men at one time. For women being yet scarce, and much in request, this offence was becoming very common; whereby great disquiet arose between parties and no small trouble to the Government. It was therefore ordered that the minister should give notice in his church that what women soever shall use any word or speech, tending to a contract of marriage, to several persons at one time, although not precise and legal, yet so as might entangle or breed scruple in their conscience, should, for such offence either undergo corporal correction, or be punished by fine, or otherwise, according to the equality of the person so offering."

### The Railways of the World.

The Prussian Bureau of Statistics has lately published some interesting data regarding the railway system of Europe during the decade ending with 1876. The facts brought out in this report are worth comparing with the record of our American railroads.

It appears that at the close of 1876 the aggregate length of European railways in operation was 92,000 miles, against 47,000 in 1865. For the last named year the total length of iron road in the United States was computed at 35,000 miles; but 11 years later these figures had more than doubled, this country being credited in 1876 with 77,500 miles, an amount nearly equal to the combined exhibit of all the European States. If we look at the ratio of track to area, we find for each district of 39 square miles an average length of one mile of rail in Europe, against nine-tenths of a mile in the United States. On the other hand, the railway facilities of no country in the world approach the proportion of track to population presented by the United States. If we take 10,000 inhabitants as a unit of measurement, the average amount of rail provided for their use in Europe is only about three miles; and in the most favored parts, namely, Sweden, Switzerland or Great Britain and Ireland, is about six, five and a half, and five miles respectively, against the astonishing quota of seventeen and a half in the United States. In a word, the railway advantages of this country are, relatively to our population, more than three times greater than those of the opulent British islands, and more than four times more extensive than those of Belgium, the most densely peopled section of the Continent.

As for the capital represented in railways, we observe the total amount invested in Europe is computed for 1865 at five billion nine hundred million dollars, which sum had risen a decade later to ten billion eight hundred millions. At the latter date (1875) the whole capital expended upon railroads in the United States was estimated at four billion six hundred and fifty million dollars. These figures indicate an average cost of about \$118,000 per mile in Europe, and nearly \$60,000 in the United States. We may here mention that, as regards the expense of railway building, British India seems to stand midway between Europe and American. In 1865 Hindostan had some two hundred and fifty million dollars invested in 3,350 miles of track (an average cost of some \$75,000 to the mile), while in 1877 6,500 miles had been constructed with an aggregate outlay of five hundred and forty million dollars, showing a slightly increased mean disbursement.

If we turn now to rolling stock and business, we find the comparison, as might be expected, extremely unfavorable to this country. Thus the whole number of locomotives in 1875 on European roads was 39,621, against 15,569 in the United States. At the same date there were nearly 85,000 passenger cars in Europe, while less than 14,000 were run on American roads. It may be said these figures are delusive, because our coaches are more capacious, but the fact is that the number of persons transported by rail in 1875 was one billion twenty-three millions in Europe, as against one hundred and sixty-eight millions in the United States. We remark a like disproportion in the freight account. At the same period the whole number of freight cars on the European lines was 936,000, transporting upward of five hundred million tons of merchandise, while the American returns show but 575,000 cars, and a movement of less than one hundred and sixty-eight million tons.

The gross receipts of European railways in 1865 were nearly \$500,000,000, and this income was almost exactly doubled 10 years afterward—passenger traffic at that time being credited with 34 per cent., and freight business with 62 per cent. of the whole revenue. At the same epoch (1875) the gross earnings of railroads in the United States were about \$500,000,000, to which total freight contributed 72 per cent. It is a curious fact that working expenses have increased in Europe and diminished in the United States during the decade under review. Thus, in 1865 it cost on an average 46 per cent. to run a European road, and 10 years later nearly 55 per cent., while the amount absorbed by the same disbursements in this country has dropped from 68 4-10 per cent. to 63 1-10 in 1875. If, from the data previously cited, we deduct the running expenses, we find the net earnings of European roads in the last named year were \$450,000,000, while American lines showed an aggregate profit of \$185,000,000. In other words, the revenue available for interest on the capital employed in construction was 4 3-10 per cent. for Europe and 4 1-10 for the United States.

On the other hand, in 1867, while European lines earned very little more than at present, American railroads returned a net profit of 8 9-10 per cent. Even the railways of British India now earn 3 4-10 per cent., or little less than our own roads; whereas, ten years ago, the ratio was nearly as one to four. Finally, we may state that the largest gross receipts furnished to the mile of track in 1875 were \$200,000, credited to Great Britain and Ireland, while the lowest, \$30,000, are assigned to Norway. In proportion to the extent of rail and capital, the most considerable profits seem to have been realized in France and Germany, where they rose to more than five per cent. On the other hand, net earnings touched their minimum, namely, 7-10 of one per cent., on that Roumanian network whose bankruptcy ruined Dr. Strousberg, the German railway king.

### The Ways of Oriental Princes.

The ordinary Asiatic Prince, Sultan, Khedive, Shah, Maharajah, or what not, is from earliest childhood self-moved, never impelled by any body, never subjected to any restraint from any thing but physical laws. He is never punished as a lad, never whipped, never censured, never placed in circumstances in which he is under the coercion of opinion, and never without instruments who have no will but his. As a man he has no equals whose opinion reaches him, and no men round him who are not his creatures. The effect of that treatment of course varies with different natures, making a few exceedingly gentle and a few unendurably ferocious, but it produces on all two results. They all find in making their will effective the pleasure which other men feel in exertion, and they all mistake momentary impulse for will—that is, they all become, or rather remain, capricious as children. "I should like a new palace just there," says the Sultan; and forthwith the palace has to be produced, though he may never live in it and never even care seriously to see it. "I will have an army," says the Shah, "on the European pattern;" and there is the army, all dressed up for him, though he has not considered how to keep up that army for five minutes. "I will own Egypt," says the Khedive; and buys, or seizes, or confiscates every visible estate, though he may not be able to say why he wants them, or what a huge quantity of private income can do for a sovereign who has the State Exchequer at his command. The desire has arisen, there being no customary limitations present to his mind, it must be gratified, for its temporary character does not diminish its force. In fact, the first sign of this kind of disposition is the want of proportion between the wish and the cost of gratifying it, the sort of omnipotence that every wish obtains. The Sultan Abdul Aziz, when traveling in this country, felt one day a little sleepy in a railway train, so he ordered the train to be stopped that he might sleep unshaken. That looked brutal, but the impulse was not brutal at all. The Sultan was sleepy; he had never been accustomed to consider limitations on his will, and so the idea that he must, by stopping, either stop a great traffic or produce a general smash never entered his mind. Five-sixths of the cruelties of orientals are caprices, mere transient thoughts, turned into acts because they have never been taught to refrain from so turning them. A true typical oriental worried with Ireland, and possessed of power to do as he liked with Ireland, would not wish, like the English lady, that it were sunk in the sea for 24 hours, but would sink it—that is, would issue an order for the removal of the population with just as little consideration as the lady made her little speech, and very often would consciously and while unopposed mean just as little mischief. It would be a "caprice" like the stopping of a train, not an atrocity.—The Spectator.

### Pretty and Touching Mule Story.

A car-load of mules en route to California from the far East were unloaded here last Wednesday for a rest. One of them sighted the green sagebrush and rushed hungrily towards it for a luscious feed. He nipped off a mouthful of the fragrant bush, chewed it a moment, spit it out, bit himself and kicked to see if he was dreaming, took another bite, and then, with quivering lip, and the tears coursing in torrents down his cheeks, he lifted up his voice and brayed a bray of undisguised emotion. A peculiar brand upon the animal was recognized by the Indians as one used by their ancestors hundreds of years ago, and his deep emotion was no doubt caused by unexpectedly finding himself once more amid the scenes wherein he had whiled away the joyous, innocent hours of his childhood.—Elko (Nev.) Post.

### The Attacks of the Venal Press.

The widespread distress that is now prevailing among the workmen in this country has had the effect of directing their minds to the consideration of questions that have too long been ignored by them. They look around them and see Nature with bounteous hand lavishing her favors upon men; they see the land producing enough and more than enough to support the population of the country; they see thousands and thousands of acres of the public domain now lying idle, inviting the army of the unemployed to come and till them; they see the bowels of the earth offering their stores of wealth for man's use; they see on all sides the accumulation of their past labor, in the midst of which they can scarcely obtain enough to maintain life in them and their little ones; they see around them the possibilities of making life the very reverse of the hard struggle for existence that it now is. Seeing all this the question forces itself upon them, why they should starve in the midst of plenty. They ask themselves what baneful fiat is it that forbids them to reap the fruit of their labor, that forbids them even to work. They begin to question whether this poverty in the midst of so much natural wealth—whether this paralysis of labor with its attending miseries—is not directly due to the system under which we are living. They are beginning to discover that any reform that leaves our financial and economical system untouched is but a temporary measure of relief—an anodyne, not a remedy.

As this conviction grows and finds expression, the Jay Goulds and the Vanderbilts, who prosper on the general distress, become alarmed, and through the venal press that stands ready to do their bidding, assail the workmen with a bitterness and unscrupulousness that do not hesitate to make use of every means to blacken the character and misrepresent the motives of those who undertake to champion the cause of labor.

The gathering strength of the Labor and Greenback movement throughout the country has thrown the organs of these men into a perfect paroxysm of fury. The principal dailies of New York are devoting column after column to vilifying the men who are engaged in the effort to restore to the country an honest system of finance and to raise labor above the state of pauperism to which the owners of these journals would reduce it. First and most conspicuous in these attacks is the unscrupulous organ of the notorious gambler, Jay Gould. Not long since it devoted over a page to the task of showing that the trades unions and other workmen's associations are formed for the purpose of disorganizing society. Similar columns appear day after day in the editorial columns.

The Tribune is aided in its work of vilification by the Herald, the Times and the World. However much these journals may differ in politics, however diametrically opposed their views may be on other questions, they all present a united front in their opposition to any movement that looks to the amelioration of the condition of the workingmen. Owned and controlled by men whose interest it is to perpetuate a dishonest system of finance, and to keep labor at the starvation point, these journals try to form in the public mind a prejudice against all reforms that will have for their object the bettering of the condition of the laborer. Conscious of the weakness of their position, they abandon argument and entrench themselves behind abuse. This action of theirs clearly indicates the weakness of the cause they espouse. It cannot stand the clear light of investigation. Its only hope lies in keeping men from directing their thoughts to the consideration of the wrongs that are being perpetrated under the present financial and economic system. To do this they shake in our faces the scare-crow of communism. Rioters, communists, cut-throats, financial lunatics, are some of the pet names that are lavished on the men who have set themselves to work to reform the abuses that are at the root of all the suffering and misery that now fill the land. Here is a specimen of the way that these journals hope to successfully combat the men who are advocating a just system of finance. Speaking of the Greenback Convention held, lately, in Philadelphia, the Tribune says:

"They want to get the capital of other people, or the use of that capital, without paying what it is worth. They want to pay debts with money that has no value. Wherein do they differ from the tramps, who want to get a living without working? If a really descriptive name, short, convenient, terse, and fit, is wanted for the Pennsylvania National Greenback Labor party, why not call them 'the Pennsylvania Tramps'?"

No doubt Jay Gould's organ thinks this an effective way of preventing the growth of the party that threatens to put a stop to its owner's dishonest way of making money.

But it is time that the Tribune should understand that the "Pennsylvania Tramps" are on a march that is destined to end in the overthrow of the money rings, land rings, railroad rings and their kindred iniquities.

It is the perception of this fact that has brought down upon the Greenback-Labor movement the torrent of abuse that has for some time flooded the pages of the venal press of New York. Two years ago this same press was willing to treat the "financial craze" with silent contempt. To-day they never tire in heaping abuse upon it. The transition from contempt to abuse is an indication of the strength that the movement has gained during the last year. The greater the danger of the overthrow of the iniquitous system that is robbing labor, the greater and more vehement will be the abuse of the venal press.—Irish World.